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REPORT

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CD NO.

COUNTRY Yugoslavia
 SUBJECT Transportation - Road
 HOW PUBLISHED Monthly periodical
 WHERE PUBLISHED Zagreb
 DATE PUBLISHED Dec 1950
 LANGUAGE Serbo-Croatian

DATE OF INFORMATION 1950

DATE DIST. /3 Jul 1951

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

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SOURCE Lokalni Saobracaj.YUGOSLAV HIGHWAY TRANSPORTATION PROBLEMS IN 1949 AND 1950

B. Vegar

In 1949, 54 percent of the total tonnage transported in Yugoslavia was shipped by road. The great increase in the quantity of goods and passengers transported by this means is shown as follows:

<u>Year</u>	<u>Freight</u> (tons)	<u>Passengers</u>
1939	1,485,000	10,018,000
1946	1,706,000	17,679,000
1949	4,759,000	24,210,000

In 1945 and 1946, automotive transportation as the main carrier of highway commerce was organized on a centralized basis. At the end of 1947, and during 1948, automotive transportation was decentralized to correspond to the administrative division of Yugoslavia, and commercial enterprises began caring for their transportation needs with their own automotive equipment.

In Croatia, automotive transportation equipment, as the main carrier of highway commerce, is distributed among 1,500 owners, who are classified as follows: federal production enterprises, 9 percent; republic production, 24 percent; local production, 39 percent; private sector, 22 percent; and public automotive transportation, 6 percent.

The total number of vehicles in Croatia is divided as follows: federal production, 16 percent; republic production, 30 percent; local production, 14 percent; cooperative sector, 7 percent; private sector, 9 percent; mass organizations, 1 percent; and public automotive transportation, 22 percent.

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A comparison of the actual achievements in public automotive transportation enterprises and in vehicle parks in Yugoslav industry shows that efficiency is much better in the former. Also, actual costs amount to an average of 8.08 dinars per ton-kilometer for public transportation and 9.49 for transportation in production enterprises. The actual achievements of the Croatian Transfer Enterprise in Zagreb /representing public transportation/, and of the Rasa Automotive Park Enterprise /representing production/ during the first half of 1950 are as follows:

	<u>Croatian Transfer Enterprise</u>	<u>Rasa Auto- motive Park Enterprise</u>
Av km one ton of goods is transported	17.1	23.9
Av daily operating time of vehicles (hr)	6.1	7.9
Planned ton-km	653,589	5,085,865
Actual ton-km	666,332	1,162,290
Index of efficiency	1.01	0.23

From the above it follows that the best method for utilizing motor vehicles and satisfying transportation needs is public automotive transportation.

Public automotive transportation in Croatia is organized into more than 85 public transportation enterprises, four of which are of republic significance and the remainder are small enterprises of local significance. Individual city automotive transportation enterprises were formed in the second half of 1950.

Of 69 local automotive enterprises, 30 finished their work in 1949 with a total deficit of 15,116,574 dinars, while others have an as yet undetermined deficit. A large number of enterprises of local significance are on the black list of the Yugoslav People's Bank.

The technical condition of the equipment is deteriorating daily, with a majority of the vehicles past their life expectancy. Over 80 percent of the passenger vehicles and 80 percent of the public trucks have passed 300,000 kilometers.

Utilization of vehicle operating time is poor. In the first half of 1950, trucks spent 478,174 truck hours idle, because of inadequate organization of goods transportation, and particularly because of inadequate organization in the loading and unloading of goods.

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